

- Agropyron dasystachyum (Thickspike Wheatgrass)
- Agropyron spicatum (Blue Bunch Wheatgrass)
- Artemisia frigida (Fringed Sage)
- Artemisia tridentata (Sagebrush)
- Artemisia ludoviciana (Prairie Sage)
- Aster chilensis (Pacific Aster)
- Calamagrostis canadensis (Bluejoint Reedgrass)
- Cleome serrulata (Rock Mountain Beeplant)
- Elymus glaucus (Blue Wildrye)
- Elymus lanceolatus (Thickspike Wheatgrass)
- Elymus trachycaulus (Slender Wheatgrass)
- Festuca idahoensis (Idaho Fescue)
- Festuca ovina (Sheep Fescue)
- Festuca scabrella (Rough Fescue)
- Koeleria cristata (June Grass)
- Lupinus argenteus (Silverleaf Lupine)
- Poa ampla (Big Bluegrass)
- Poa sandbergii (Sandberg's Bluegrass)

Pedestrian/Bicycle Access

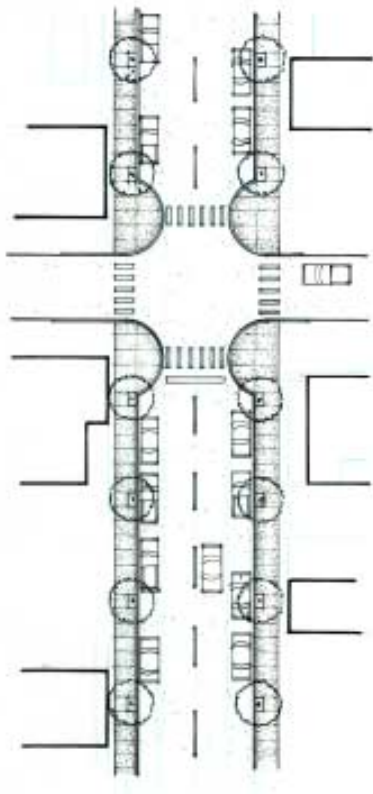
This section of the guidelines refers to pedestrian-oriented facilities, such as walks, trails, paths, and crosswalks.

- In general, pedestrian walkways should be considered for linking towns and communities.
- Construct pedestrian walks within the right-of-way of US 93 within towns and communities that have a reduced speed limit. In particular, add pedestrian crosswalks in selected locations in Arlee, Pablo, and Ronan. In Arlee, provide sidewalks along both sides of existing US 93. Such walks should be separated from the road by road medians with plantings and berms to create a buffer. Add pedestrian “bubbles” at specific intersections that extend the sidewalk into the

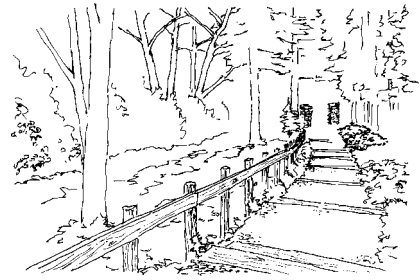


Proposed urban cross-section of US 93 through Arlee showing pedestrian areas buffered from roadway by parking and plantings.





Plan view of road through Arlee showing street trees, curb bump outs, and crosswalks.



- street and reduce the distance pedestrians have to walk to cross the road.
- Construct paved shoulders along the majority of the road at a sufficient width to allow for bicycles to travel safely. Shoulder widths should comply with MDT standards.
- If a couplet is provided in Arlee for southbound traffic, restrict pedestrian access by not allowing sidewalks on either side of the couplet and by limiting crosswalks to selected areas at the north and south end of the couplet.
- South of Arlee, from North Couture Loop to Coombs Lane, provide a gravel or dirt pathway along west side of the road for multimodal access, including equestrian access.
- North of Arlee, from E Street to Oxford Lane, maintain the existing paved pathway along the east side of the road for pedestrian and bicycle usage.
- Construct sidewalks of concrete tinted to match the color of the surrounding ground in areas where visitor centers or interpretive facilities are to be developed and sidewalks are to be included.
- Construct trails and paths so they follow existing topography and work around trees, creeks, rocks, and other natural features. Avoid interrupting natural drainage patterns when designing and constructing trails and walkways. Where a swale or creek must be crossed, use a raised bridge structure to minimize potential impact.

Wildlife Crossing & Habitat

This section of the guidelines addresses issues related to the design, construction, maintenance, and monitoring of proposed wildlife crossings for US 93.

- Seek to have commercial, residential, and industrial development limited in areas adjacent to wildlife crossings.
- Refer to the US 93 Wildlife Crossing Workbook for recommendations on specific types, locations, sizes, and details of individual wildlife crossings. The wildlife crossings indicated are based upon currently available research and are intended primarily to conceptually convey the basic objective of each crossing. Many of the crossings are similar to structures used along the Trans-Canada Highway in Banff National Park.
- Determine the actual size, type of structure, and location during the design phase of the project. The total number of wildlife structures may vary depending upon analysis of specific site locations.
- Base sizes of crossings primarily on the minimum clearance required for

